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Offer for Sale:**REFINED SUGARS.**

Cube and Granulated.

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PAINT OILS,Luccol—Raw and Boiled.
Linseed—Raw and Boiled.**INDURINE,**

Water-proof cold-water Paint, inside and outside, in white and colors.

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N. Ohlandt & Co.'s chemical fertilizers and finely ground Bonemeal.**STEAM PIPE COVERING,**

Reed's patent elastic sectional pipe covering.

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CEMENT, LIME & BRICKS**Agents For**WESTERN SUGAR REFINING CO.,
San Francisco, Cal.BALDWIN LOCOMOTIVE WORKS,
Philadelphia, Penn., U. S. A.NEWELL UNIVERSAL MILL CO.,
(Manf. "National Cane Shredder")
New York, U. S. A.OHLANDT & CO.,
San Francisco, Cal.RISDON IRON AND LOCOMOTIVE
WORKS,
San Francisco, Cal.**Palolo Land and
Improvement Co., Ltd.**

ROOM 8, MODEL BLOCK, FORT ST

Office Hours—10 to 12 A. M.

A. F. COOKE MANAGER**Offers for Sale or Lease**1. **TRACTS** of 25 to 100 ACRES
of land in Palolo Valley for building,
farming or stock raising.2. **BLOCKS** of 16 BUILDING LOTS
each 1500 square feet with streets all
laid and lots cleared.3. **SINGLE BUILDING LOTS** in
the valley or on the hill sides, 75x200
and 100x150.4. **5 AND 10 ACRE** Lots of **CLAY**
SOILS suitable for making bricks,
sewer pipe, flower pots, fire clay, etc.5. **200,000 TONS SHIP BALLAST**
ROCKS in quantities to suit, for sale
in the quarry or delivered in town.6. **ROCK QUARRIES** of building
stone for sale or lease. A good opportunity
for contractors and new building
firms to work or own their own
quarry.7. Land suitable for **SMALL FARMING**,
CHICKEN RANCHES, **MOUNTAIN HOMES**, etc., for sale or lease.8. **ROAD METAL, CRUSHED**
ROCK for concrete work for sale in
quantities to suit, by the yard or 100-
000 yards. Special rates for large
quantities.9. **OPPORTUNITIES** for contractors
to put up 30 to 40 cottages for rental
and for a bus line to run as soon as
buildings are erected.10. **BEAUTIFUL SUBURBAN**
PROPERTY and sites for hotel pur-
poses, three to four miles from the Post-
office, for sale or lease on favorable
terms.**ALONG THE
WATER FRONT.****British Bark Dunreg-
gan Ashore at Dia-
mond Head.****COMING HERE FROM EUROPE.****REPORTS OF THREE TUGS FAIL
TO GET HER OFF
THE REEF.****Strike on the Eleu—Chinese Firemen
Object to Overtime Work With-
out Pay—Marion Chilcot
and Lewers Sail.**

The British bark Dunreggan, 147 days from London, with cement and fertilizer for this port, went on the reef at Diamond Head about eight o'clock yesterday morning. At the time the vessel struck she was piling along under a big spread of canvas with a fair easterly breeze blowing. She struck, as near as can be recollected, just where the Diamond Head was wrecked some years ago. Charley Peterson, the lookout at Diamond Head, says that the vessel came down the coast with a free wind and sailed right onto the sand pit.

As soon as the news of the accident reached town the tug Eleu went to offer assistance to the vessel. The captain refused to engage the services of the tug. The Mokoli, which was off Waikiki taking up the buoys of the William Carson, also hailed the Dunreggan and the captain said he was all right. When Captain Brokaw of the new tug Fearless heard of the bark being ashore, he concluded to go out to her. The engines of the tug were disconnected as they were being given an overhaul, but all haste was made to get the boat ready for work.

At a quarter past ten the Fearless left the wharf and started for the stranded vessel. At twenty minutes to eleven she was alongside and had a tow line ready to put aboard. Captain Brokaw did something that made the hair of the landmen aboard his vessel stand on end. He backed his tug right up to the bow of the Dunreggan and spoke to the captain. The skipper of the bark was willing to have assistance, but wanted to know what the price would be. Brokaw said \$20,000. The captain demurred, but finally agreed to take the tow, leaving the salvage price of the vessel to a board of arbitration with the understanding that if the bark was not pulled into deep water the tug would not get any money.

A steel wire hawser was taken from the tug and the work of trying to get the vessel off the reef began. When the vessel was first spoken by the Fearless she was rolling heavily in the swell, and every once and a while she would strike the bottom with a jar that would keep her over and make the whole vessel tremble. At the time the strain was put on the stranded bark she was headed almost due west. The tug succeeded in heading her towards the south, but try as she would, could not budge her.

George R. Carter, representing the consignees, seeing that no headway had been made with the tow, asked Captain Brokaw to signal for assistance and this was done at half past twelve. In response to the signal the Eleu which had gone back to port started out again, followed by the U. S. S. Iroquois. Soon after signalling for the other tugs Captain Brokaw signalled to the captain of the bark to take in sail and to begin throwing out some cargo to lighten the vessel. This was done, but it was very slow work. Barrels of cement were thrown over the side and several tons of cargo were gotten rid of in this way when the tide began to rise and the vessel appeared to ride easier, not pounding so hard or so often as earlier in the morning. At 2:30 the Eleu arrived and got a line to the Dunreggan, but the combined efforts of the two tugs did not budge her. The Iroquois stood by to lend assistance if she was called upon.

The Eleu returned from the Dunreggan about 5 o'clock yesterday afternoon. Captain Hilbus makes the following report of the trip:

"We were signalled to return to the stranded vessel, and proceeded to the bark arriving about 3 o'clock. I had a letter to the captain from the agents and when I got there a boat put off from the Dunreggan and took me aboard. The captain wanted to know if I was going to assist in getting him off, and I replied that I was there for that purpose. He then wanted to make an agreement with me as to the price, and I told him that I was in the government employ and could not make any terms. His men were on a strike and were going about their work in a very shiftless manner. They had a kick coming about the grub they had been getting, and did not seem to care whether the ship got off or not.

The mate and I got some of the men to work after giving them all a glass of whiskey and we took in sail. The captain replied to my question as to how he got into his trouble, that he had laid the course of the vessel down on the chart so as she would clear Diamond Head by three-quarters of a mile. They were steering by the chart when they struck and the captain does not know how it happened. He thinks the chart is wrong.

"I left the vessel and got a line from the Eleu fast to her and then began to pull. The rope parted and we made fast again. After pulling for quite a long time without moving the vessel our hawser parted again, and as I had no more towing line I came back to port. While on board I asked the captain and mate if the vessel was leaking. One said no, the other said yes. The Iroquois stood off from the time she arrived until just before I left without giving any assistance. Just as we were leaving the big tug got a line fast to the Dunreggan.

Captain Pond of the Iroquois was seen when his vessel returned to the dock last evening. He had the same experience as Captain Hilbus with the captain of the bark. He was asked how much the charge for assistance would be, and when he told the Britisher that as a United States navy vessel he could accept no compensation for services rendered, the skipper seemed dubious and looked as if he rather suspected a Yankee trick of some kind was to be played on him.

The Iroquois is not fitted with the proper lines for towing a vessel in the

TIDES, SUN AND MOON.

Day	Time	High Tide	Low Tide	Full Moon	New Moon
Mon	4:10	5:10	11:10	8:25	3:35
Tues	4:11	5:11	11:11	8:26	3:36
Wed	4:12	5:12	11:12	8:27	3:37
Thur	4:13	5:13	11:13	8:28	3:38
Fri	4:14	5:14	11:14	8:29	3:39
Sat	4:15	5:15	11:15	8:30	3:40
Sun	4:16	5:16	11:16	8:31	3:41
Mon	4:17	5:17	11:17	8:32	3:42

Full moon on the 10th at 11 a. m.

MOVEMENTS OF STEAMERS.

Steamers due and to sail today and for the next six days are as follows:

Steamers	From	Due
America Maru—S. F.		Aug. 10
Alameda—S. F.		Aug. 15
City of Peking—S. F.		Aug. 18
Gaelic—S. F.		Aug. 28
Australia—S. F.		Aug. 29
Hongkong Maru—S. F.		Sept. 5

DEPART.

Aug. 7

Aug. 11

Aug. 17

Aug. 21

Aug. 28

Aug. 29

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W. E. BIVENS,**Real Estate,
Stocks & Bonds.**

OFFICE—CORNER KING

AND BETHEL STREETS

FOR SALE.

A splendid house and large, beautiful large lot at Waikiki, having a frontage on the beach in the very heart of the best bathing district. This property is offered at a bargain for a short time only. For full particulars call at my office.

FOR SALE.

Leasehold, 18 years, paying 20% net on selling price, a first class investment.

FOR SALE.

A large piece of property in Chinatown very cheap.

FOR SALE.

A beautiful home, Makiki, lot 75x120, only \$3500.00, on easy terms, a snap.

FOR SALE.

Lots and houses and lots in all part of Honolulu.

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KEWALO
AT A BARGAIN.****FOR SALE.**

A few fine lots (about 100x200) on Manoa Heights, commanding an unparalleled view over Waikiki and ocean. Price, \$1,750 to \$2,000.

A beautiful corner lot (120x150), high grounds, in best portion of Kalihi. Cash, \$600; balance on easy terms.

A large lot on good street in Kalihi; area, about 15,500 square feet; good view. Terms easy.

Lots (50x100) in various parts of Kalihi, just past Kamehameha Schools, on easy monthly installments.

Lots (50x100) in Nuuanu tract, \$25.00 down, balance in installments of \$10.00 per month.

FOR LEASE.

A valuable business site on Maunakea, near Hotel street.

One acre ground, between Liliha street and Insane Asylum road; good residence sites.

A large lot, with 100 feet frontage, on King street at Kapalama, just past the rice field.

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Orpheum Hotel**after undergoing a Thorough Renovation is
Now Open and will be conducted as a**FIRST CLASS HOTEL**American and European
Plan.**MODERATE RATES.**A Well-Conducted Cafe is run in
Connection with the Hotel.**MEALS SERVED****TABLE D'HOTEL A LA CARTE****LIQUID REFRESHMENTS****FURNISHED TO GUESTS.****WESTERN INS. CO.**

CAPITAL \$2,000,000.00

J. H. FISHER,
Agent Hawaiian Islands.**FIRE ASSOCIATION**OF
PHILADELPHIA

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